

ARMY AND NAVY CHRONICLE.

Published by A. B. Claxton & Co., at \$5 a year, payable in advance.

VOL. V.—No. 11.] WASHINGTON, THURSDAY, SEPTEMBER 14, 1837. [WHOLE No. 141.]

FOREIGN MISCELLANY.

From the United Service Journal.

ECONOMY OF A MAN OF WAR.

No 1.

MIDSHIPMAN.—Under this well-known denomination we shall give the various duties that attend the "future Admirals," in their cockpit transitions from youngsters to Mids, Mates of watches, and Master's Mates; they being all mere varieties of the same genus. But in thus commencing, as we presume our subject to have been duly borne by victuals and wages, we shall not here dwell upon the age at which a youngster ought to be embarked, nor on the moral courses which he is to pursue—they having been already largely and ably dwelt upon by Mentors of various classes. Our strictures will be more especially professional, on the supposition that he will not have left home without the contents of some useful homilies being baled out to him.

The candidates for naval honors are termed "youngsters" in our navy; and familiar as the epithet appears, it is co-equal with the *Aspirants* of the French, and the dignified *Caballeros Guardias-Marinas* of the Spaniards. No individual, therefore, can take exception to a name which will stick to each volunteer from his going afloat till he is rated a midshipman. On his first arriving on board, he should avoid showing any symptom of petulance or sullenness at the waggishness of his messmates, for the initiation is quickly over. It is true, that the horrors of the midshipman's berth, with their disasters, persecutions, losses, tosses, and crosses, have lately been hackneyed in print; but the tyro will soon find that, in order to make those descriptions humorous, the cases are worked up to the extreme of exaggeration. Those who look for surpassing elegance at sea, had better not quit their stable homes; but such as embrace the profession in sober sense, will find the accommodation quite as good as could reasonably be expected. The conveniences, indeed, ought always to be proportioned to the average means of those who are to use them, and should, therefore, not be expensive. "Giving too much money to youngers," says Captain Griffiths, "is the pride of wealth endeavoring to put merit out of countenance."

The youngster should commence his routine by keeping his eyes about him, and obeying the direction of his superiors, with deference and alacrity; not, as some of the "straight-faced" are wont to do, grumble and go on, like Pistol eating his leek. He must avoid negligence or uncleanness in his personal appearance, especially on duty, when his propriety of dress will be marked by a strict adherence to the uniform appointed by the regulations of the service; and he should never forget to salute the quarter deck on mounting it, as a due mark of respect to the King's parade. Though the practice has been improperly infringed upon since the peace, he should always keep on the lee-side, and there be attentive for his officer's orders, summoning the men the moment they are required. Instead of the insulting "You, Sir!" so frequently applied, he should address every man by his name. He must apply himself diligently to acquire a ready acquaintance with technical terms, and learn to knot and splice, for which, if his conduct deserves it, he will easily find instructors enough. He must recollect that, though clothed with a brief authority, he is still only a first-class boy, and therefore should pitch his requests for assistance accordingly; nor ought he to forget Captain Glascock's "dinner hint:" "Should the Captain

propose to his youthful guest an *inquisitive* trip upon deck, to ascertain the direction of the wind, or the position of the ship's head, the young gentleman will do well to take the *hint*, return to report, and retire."

The youngster should be frugal, and strictly regular in pecuniary transactions, especially in all the mess payments. He must be careful not to leave his traps kicking about, recollecting that his pay is so trifling as to be a mere retaining fee; and, therefore, of little aid to his private allowance in meeting needless expenses. As a debt of gratitude to his relations, and a spring of improvement to himself in the spirit of observation excited, he ought to indulge largely in epistolary correspondence; which, with the punctual keeping up of his log and watch, station and quarter bills, will ensure the preservation of his calligraphy. He should also pursue his studies in geometry and navigation, and evince every desire to attain the substantial elements of professional knowledge. During Nelson's continuance in the *Seahorse*, no person of his years ever paid more attention to the duties of his profession than he did; his ardent ambition being to render himself a proficient in seamanship. Locke was asked how he had contrived to accumulate so much knowledge? he replied, that he attributed what little he knew to the not having been ashamed to ask for information.

Nor need the tyro repine at the mode of life he is engaged in, though numerous attempts are now made to disparage the good old discipline of the cock pit; which, with all its faults, was mainly instrumental in forming the finest naval characters hitherto produced. Without defending its wilful privations, we think they were more in unison with the hardy, ready, open, and manly seaman, than the wanton luxury which is spreading its enervating feelers over the fleet. Let us appeal to a sound officer, to one well capable of giving a judicious opinion. The experienced Captain Griffiths is speaking: "Make your mids seamen, gentlemen; give them comforts; make the ship desirable to them. But if you love your country, spare her the curse, and its evil consequences, of making them dandies."

Having passed over his noviciate, the volunteer becomes an "Oldster," or rated midshipman, which, though still a subordinate station, has very important duties attached to it, and is that of a gentleman; since all must pass through it before they can receive higher promotion. He who fills it is naturally anxious to emerge to a commission; but it is absolutely necessary that he who would command should first learn how to obey. "My dear Horatio," said Captain Suckling to his immortal nephew, "pay every respect to your superior officers, as you would wish to receive respect yourself." And well may the gallant mid stretch himself an inch taller, when he recalls the words of that same nephew, who styled midshipmen "the country's bulwark, its present and future hope." Think of this, O ye reefers! Indeed it is one of the finest features of the service, that every one must labor through the customary probation, however exalted his hereditary rank, or extensive his connective interests, as hath been exemplified by his present Majesty. At the commencement of the revolutionary war, when French loyalists of every description flocked to our shores, numbers of their military officers were admitted to corresponding grades of army rank; but the insuperable bar of cock-pit noviciate could not be forged over; and though there were a few instances of their sea-officers being kept a short time in commission, with their own ships and men, they were effectually precluded from the navy

list. Other services steer aloof of this very beneficial exclusiveness; and even Bonaparte, though desirous of organizing an efficient navy, had the weakness to run up his hopeful brother Jerome to the command of the fine forty-gun frigate *Pomone*, in a couple of years after his initiation into maritime life. This was still more impolitic, though not more absurd, than the courtly custom of foisting little princes upon the army as colonels, and even generals, before they are out of their teens. We recollect a ludicrous instance of the angry effect which a mockery of naval rank had upon a warm-hearted youngster, who is at present one of our popular captains. The *Phaëton* frigate having conveyed Lord Elgin to the Mediterranean, that Ambassador went to pay his respects to the King of Naples—an occasion on which several of the ship's officers attended. Prince Leopold, then a mere youth, was attentive to the youngsters, from the circumstance of his understanding and speaking a little English; and, addressing W—e, asked his rank; on being informed, the prince gave a self-gratulatory smile at the disparity between them, though their ages were on a par; “for,” said he, “I am one ADMIRAL!” “You an admiral,” growled the mid, his lip curling with contempt at such a prostitution of the revered title, “why, you are not fit to carry guts to a bear!”

To work ends such as these, bravery will not suffice. Courage, coolness, and intrepidity are the requisites for the dangerous profession of arms; and he who feels himself deficient therein, or to whom the privations and duties of nautical life are disagreeable, should at once quit the arena. Every foremast man should be brave; but the officer is expected even to surpass him in valor, as his leader, and moreover to possess judgment and resolution to direct efforts. This can ensue only on the successful cultivation of professional knowledge; for the officer who is not practically and scientifically acquainted with his duties must, in a great degree, be a slave to the opinions of his inferiors in rank; and this will always be painful in direct proportion to his ignorance, which must inevitably stain him with the bitter reproach of being “an officer, but no seaman.” We shall, therefore, proceed to submit such advice as experience has shown to be of value to young aspirants, so much of whose future happiness and prosperity must depend on their early exertions. In no other service, perhaps, does a man's advancement result from his own character and attainments as it does in the British navy; to prove which, we have but to trace the number of peers, baronets, knights, and officers of rank, who have risen, without any interest but those of their own working, from the lower walks of society.

The midshipman should carry himself with even more rigid decorum on the quarter-deck than that which he practised as a youngster; taking his hank-for-hank walk with unbecketed hands, and keeping a quick eye and open ear for the directions of his superior. All orders should be received and seconded with prompt cheerfulness, not so much for the object of courting the peculiar favor of any officer, as because such celerity is founded on the very spirit of naval duty; though a desire of ingratiating a commander, by a meritorious attention and deference to his official wishes, is likely to promote advancement.

The necessity of keeping an active and wakeful watch cannot be too strongly inculcated, lest a habit of diving at unlawful times should follow the mid into his lieutenantcy, and subject him to a court-martial. These four hours at a spell are reckoned heavy by such as entertain no real predilection for maritime life; but they may be greatly lightened by assiduity to the general and particular affairs of the watch: as seeing the hammocks well stowed, and looking to them again when piped down; being attentive to every evolutionary movement; seeing that boats are

promptly manned, cleared, and in taking care that the men repair to their respective stations without making unnecessary noises, or indiscriminate calls. When loosing, reefing, or furling sails, he should not “remain perched like a parrot on the cap, reiterating senseless sounds,” but showing himself an example of silence and attention to the duty about to be performed; recollecting never to give an improper order, for an ignorance of practical routine is reckoned an unpardonable deficiency by those who are to follow his directions. He ought to practice himself in heaving the lead, and in steering so as to “feel” the helm. He should be constantly on the alert, clapping a strict eye on the Admiral's ship, and reporting to the officer of the watch the most minute movement he observes to be made. He must be vigilant on the look-out men; and on no account should they be called from their posts, to let go, or haul upon a rope; for such momentary absence might be the immediate cause of destruction. “This reprehensible practice,” says Glascock, “has become too prevalent on the peace establishment. The *short-handed* excuse will be found but a poor apology for the *short-sighted* disaster.”

When dispatched away in a boat, the midshipman should see that the grapnel, barecas, gear, and other appurtenances are all in order and readiness; it being a service in which a young officer may display much judicious conduct. If the object is against an enemy, he should see that the arm-chest be duly attended to, and that spare rope, axes, blue-lights, tinder-box and candles, tourniquets, muffling for the oars, an iron boiler and fuel, with the usual necessary articles, are carefully stowed. While the ship is in sight, he should keep his eye on her, or depute another so to do. When watering, or transporting provisions, or other similar duties, he must not, without occasion, quit the boat; and he should be mindful to salute a superior officer in passing. He ought ever to keep in mind that, under neglect, the effects of a sail may be a sale of effects, and that, therefore, the sheets should never be belayed, but held by a half-turn in the hand. When going alongside,* or shoving off, at sea, he must not allow the crew to toss up their oars, lest they be forced through the bottom; nor should he admit of the men standing up when shortening sail in fresh winds. Above all, he should be careful never to land on a strange coast without bringing to a grapnel, and carrying out a stern-fast; or should this be impracticable from natural causes, the men left in the boat should be directed to keep her afloat. The neglect of this has been productive of numerous and fatal disasters, of which we need only mention the recent case of Commander Skyring, who, in December, 1833, was murdered and mangled by the natives of Cape Roxas, on the coast of Africa; having landed at high water, his boat was, to use the mildest term, *unfortunately* allowed to ground, and in that state his men were suddenly surprised and overpowered.

When elevated to the dignity of mate of the watch, the midshipman is expected to exert still greater diligence, as the assistant to the commissioned officer of the weather-side; his additional duties being rewarded by increased consequence, and morning-watch breakfasts with his superiors. He should now have his watch and station bills by rote; attending, while in port, to the boats and decks, the state of the hawse, and the turn of the tide; and, when at sea, he must repair to whatever part of the ship in which his services are most needed, for carrying on the executive duties. On relieving the deck, the state of the weather and the quantity of canvass abroad should be duly noticed; the watch should be promptly and

* The “No, no!” of a midshipman to the hail, when going alongside at night, is one of the authorized falsehoods of form; like that of the sentry who bawls out “All's well!” in a hospital ship.

impartially mustered, and the look-outs sent to their stations. After each evolution he should see that every rope is an-end, and carefully coiled for running. In heaving the log, and marking the log-board, he should aim at greater accuracy than it is customary to observe; and he may now examine into the cause and effect of the orders given in working the ship, so as to master the *rationale* of evolutionary motion, without which he cannot become a tactician. If he be occasionally entrusted with the charge of the deck, in fine weather, he should zealously meet the responsibility which the captain, who confers such a mark of confidence upon him, incurs by so doing.

Having distinguished himself as mate of a watch, the midshipman is likely to become rated master's-mate, with increased pay, prize-money, duty, and charge, as the first lieutenant's factotum, and, in some respects, that of the master also. It is a situation requiring much activity, though, since the introduction of tanks and Truscott pumps, one of the most irksome nightly labors, that of working through a tier or two of casks to get at the diurnal supply of water, is avoided. As superintendent of the lower deck, the master's-mate is accountable for its condition and discipline; and must attend to its several duties from day-break till the evening, having the night in, unless the hands are turned up; whence he is termed the day-mate. He is to berth the hammocks, and see that they are properly hung up when piped down, and carried on deck again in the morning.

Captain Glascock, in giving some sensible rules on berthing, recites a whimsical instance of an error in that operation. An officer, who had imagined himself particularly expert and expeditious in the completion of his task, appeared on the quarter-deck to report the same to the senior lieutenant. "Sharp work!" returned his superior; "come, I'll accompany you below, to inspect your labors." The lieutenant repaired on the lower deck, when, looking overhead he discovered all the black numbers on one side, and all the red on the other. "Holloa! how is this? red, starboard side; black, larboard!" "All right, I believe, sir; you'll find each watch berthed on its own respective side." "Then, sir," returned the lieutenant, "I shall find that the mate of the lower deck has made a most egregious blunder; so when the ship's at sea, the weight of the watch below is to be all on one side?" "I never thought of that, sir." "So it seems." The brush of the painter was immediately put into requisition to remedy the unlucky mistake.

The master's-mate is expected to write the "ship's" log; to second the master in stowing the holds; to see the cable gear in perfect readiness for use, and to place every body at their stations in mooring and unmooring. He is to overlook the operations of the ship's cook, to be present at the cutting up of the meat, and invariably to attend the mixing and serving of the grog. He will inspect the number and state of the messes, and be alert in sending every man from below when the hands are piped up. He is to look carefully to the cleaning, airing, and ventilating of the lower decks; never allowing of wet clothes below, nor permitting naked lights in the orlop, cable-tiers, or the hold. He should watch the ports in squally weather, and see that the carpenter's crew bar them in every evening. The lower deck is always the more orderly for his constant attendance, and the more he relinquishes ship and shore visiting, the better will his post be supported. We once served in this situation on board a fine man of war, of which that good man, and excellent sailor, the present Commandant Sangster, was the first lieutenant; an officer well known to be one of the most determined ship-keepers in the service. We had made a very favorable report of the decks, as a preliminary, and hoping thereby to have rendered him propitious, requested "leave" to go with a party about to shove off.

"When I and the sheet-anchor go ashore, sir, it will be quite time enough for the day-mate to ask," was the reply.

If the master's-mate cherish a sincere desire to promote the good of the service, most of these duties will be easy and pleasing. From his constant intercourse with the men on the lower deck, he has much in his power to render them comfortable, or otherwise; his office should therefore be exercised with discretion and firmness, so tempered as to avoid ob- jurgation and vexatiousness. He may be free with the crew, but not familiar; and a due consideration of the intrinsic worth of the regular man of war's man will make him bridle captious language, and refrain from opprobrious epithets. The more temper and steadiness in the mate, the less noise and confusion will there be in the execution of duty; and he should carefully avoid every species of profane oaths, curses, and execrations, they being, as the Articles of War eloquently express it, "in derogation of God's honor, and corruption of good manners." And as a monitory hint, we strongly advise this officer to avoid disputations and hasty complaints; and not, by frequent appeals to the quarter-deck on frivolous matters, risk the being unattended to on graver ones. Nor should he join in any cabal or party, or make reflections on the *supernals*, among his messmates, as, independent of its being a breach of naval law, it generates distrust, insolence, and disaffection among the young hearers.

Nor are these the only objects which must occupy the attention of the youthful officer during his noviciate. The garniture of his mind ought to be an anxious consideration; and he should recollect, that "where there is a will there is a way." When information is panted after, it is half acquired; "the sorrow," observes a Singalese philosopher, "which a man feels from the consciousness of ignorance, is like the joy of heaven," because it supposes an accompanying desire for the acquisition of knowledge. The tyro by this time has allied himself to the service "for better or worse," and is now a servant of the state for life; he must, therefore, if he works for the honors of service, diligently labor in his vocation.

Among the foremost professional studies are gunnery and nautical astronomy; on which it is only necessary to observe, that without a proficiency in the laws of projectiles, an officer is at once deprived of two-thirds of his offensive means; and without frequent practice in celestial observations, no one can become an expeditious or accurate observer. We would recommend a great extension of such studies, were it not that we are now merely mentioning what may be deemed absolutely necessary; the youth, however, must turn a deaf ear to sneers on intelligence: "He should recollect," says Falconer, "that no example from fools ought to influence his conduct, or seduce him from that laudable ambition which his honor and advantage are equally concerned to pursue." It is true that a man may be a good officer without aspiring to the transcendental analysis; but the allurements to idleness are so numerous, that it is injurious to arm the indolent with any excuse for their deficiencies, and thereby countenance their lack of attainments. Much as we have heard of the "want of opportunity," in a sea life, we assert, without fear of sound contradiction, that if there be any place which affords more time for improvement than another, it is a ship.

On these grounds we regret that Captain Griffiths has made the following remarks, since they are *ex parte*, and do not take into account the failures and losses incurred by ignorance: "A seaman," says he, "may do much without great mathematical knowledge. Our navy HAVE done so; while mathematics would make but a bad figure without seamanship." The courage of the French cannot be called in ques-

* Who ever dreamed of such a *non sequitur* as this?

tion; their seamanship perhaps may. The courage of the Americans is equally unimpeachable, their seamanship undoubted, while their knowledge of mathematics is nothing pre-eminent." Now this does not quite tally with the notions of the Yankees themselves: "We have taught the British serpents," said a Boston orator, "that we know the science of gunnery better than they do; and the first time we catch them in line-of-battle, we'll teach them something in tactics too."

Not only the professional branches of service should be closely studied, but also those which tend to enrich the mind in various other departments, for there are unemployed portions in every officer's life, when such acquisitions prove a blessing, and the want of them a curse. Those who have already had the benefit of classical instruction, should by no means neglect it, for it is a fine intellectual polish, which tends to exalt the character and consideration of the acquirer: "Recollect," said Nelson, "that you must be a seaman to be an officer; and, also, that you cannot be a good officer without being a gentleman." Many youths have entered the navy with a tolerable stock of learning, which has been allowed to rust, from the iterated carpings of those who know no better.

"Had the time which our officers at school," says a recent writer on marine education, "spent on Greek and Latin, been bestowed on English Grammar, we should not have had at that eventful period, and even now, so frequently to blush at the blunders and inaccuracies of our naval despatches." Now, although this is put quite as positive Q. E. D., we defy the asserter to prove that, in any one instance, these blunders were made by educated men; nor do we well comprehend how any one conversant with the classics is necessarily ignorant of English. Were those Latinists, Nelson, Collingwood, Keats, and Penrose, incapable of writing letters?

Study and recreation may proceed hand-in-hand. Sir William Petty was evidently thinking of this when he included hydrography, fishing, meteorology, marine laws, and naval history, among the requisites of a navigator. We would therefore recommend, instead of the light reading only, now so profusely disseminated, that the intervals of severer pursuits be enlivened and relaxed by narrations of voyages, shipwrecks, battles, and courts martial, because the amusement is accompanied with an accretion of discernment of professional occurrences. But, above all, biography affords the most pleasing scope for the young officer, being a more effectual incentive to emulation than general history. Of the actions and opinions of great and good men, it has been said:

The man that is not moved with what he reads,
That takes not fire at their heroic deeds,
Unworthy of the blessings of the brave,
Is base indeed, and born to be a slave.

At all events, such reading will ensure a better tone than the listless course which many steer, who seem to embark to eat, to sleep, and

Play at cards, or scandal blab, in
The dull confinement of a cabin.

It is needless to declaim against mere amusement, for, like every other principle of our nature, it claims indulgence. But still it may, in most cases, be made subservient to utility. Every exertion should be directed towards the acquirement of dexterity in swimming, riding, rowing, fencing, and exercises of every description; for gymnastic sports are conducive at once to mental and corporeal health. Nelson, speaking of dancing in a letter to Lord Cook, observed: "Indeed, the honor of the nation is so often entrusted to sea-officers, that there is no accomplishment which will not shine with peculiar lustre in them." Yet much derision has been directed, in these liberal times, on that art having been taught to the students of the Naval College at Portsmouth. "The public

and the profession," says a testy writer on the subject, "ought not to be insulted by the yearly exposal in the navy estimates, of a *salaried naval dancing-master*." Italics, in print, "equal" emphatics in pronunciation, and in this instance mark the declaimer's wrath. But he could hardly expect the *artiste* to be sufficiently public-spirited to teach the boys without a salary.

In concluding our admonitions to the cockpitites, we have a recommendation to make. The usual mode of copying each other's log-book, not only in the remarks, but often in the reckonings, is a dull piece of drudgery, and perhaps serves little other purpose than making midshipmen write. But this is the abuse of an excellent practice; for the keeping of a full journal is a simple and easy process of advancing in knowledge, by the spirit of observation and comparison thereby inspired; added to which, it is always a welcome sop for the grim Cerberus, before whom all midshipmen are doomed to appear, and answer touching their qualifications for promotion. It is true, that the daily detail of winds and weather is monotonous, but it may be useful to the meteorologist; and though the meals and watches, and washing of decks, and mustering at quarters, are subjects of no interest, yet the vicissitudes of service afford objects of every kind of inquiry. A daily paper published in France, before the revolution, always noted some remarkable occurrence on the top of it, which had happened on that day in some preceding year; these, collected, in time formed a useful compendium of notable events. Now, in each day's log, there is generally some space left, which an officer might fill up in such a way as to afford himself relief from languor in long cruizes, and form a tolerable abstract of naval chronology. "It is a strange thing," says Bacon, "that in sea voyages, where there is nothing to be seen but sky and sea, men should make diaries;" but if this plan were to be followed, the diary might become of use, and every year might manifest the progress of reading. Thus we would daily note some important discovery, memorable battle, useful invention, and birth, death, or meritorious action of the greatest sailors, of which it was the anniversary. Nor would we omit any deed which was notorious for its turpitude, for bad men cannot be punished in this world more severely than by those actions being duly recorded, which will ever render their names execrated; few, we trust, being so far depraved as to seek fame, like Eratostratus, by an act of deliberate villany. Confined wholly to sea-affairs, we would include every thing relating to the establishment of colonies and coast detail. If there were nothing eminently useful in such a compilation, it would at least have the minor merit of exercising the memory; it would battle the watch with the blue incubi, and at any rate would be better than the listlessness of taking no interest at all.

From the London Morning Chronicle.

THE RUSSIAN FLEET.—We have before us a small brochure, entitled "A few observations on the Russian Fleet in the Baltic," called forth, as is intimated, by the pamphlet of Capt. Crauford, with which our readers are already familiar.

In the beginning of the summer of last year, Capt. Crauford was present at the manœuvres of the Russian fleet in the Baltic. "It was a strange feeling that came over me," writes this intelligent officer, "as an Englishman, and an officer in the British navy, at finding myself at sea with six and twenty line of battle ships, with nearly 30,000 men, better soldiers than they are sailors, with four months' provision on board, knowing, as I did, that, for the protection of the coasts of my own country, of our ports, of our mercantile shipping in the Baltic, the North Sea, and the Channel, we had but seven line-of-battle

ships in a state of preparation; those, I believe, not fully manned." Again, "Was it intended, in case of unforeseen circumstances producing a sudden collision between the two countries, that these seven line-of-battle ships should defend us from the enterprises undertaken by the twenty-six Russians?" Capt. Crauford does not conceal his apprehension that this state of comparative weakness is not unattended with danger to the interests of his country. The writer of the pamphlet before us seems to regard this apprehension as a perfect delusion, to dispel which is the object of the few temperate pages he has devoted to the subject.

In the first place he thinks that a "sudden collision" between Russia and England is very improbable. Captain Crauford thinks so too, and has said so more than once in the course of his pamphlet. It needs no arguments, drawn from the limited preparations at Cronstadt, and from the vigilance of Lord Durham at St. Petersburg, to convince us of the improbability of a "sudden collision" between the two countries. The question is not whether a "sudden collision" is probable or improbable, but whether, if it took place, we were prepared to withstand it. That we are so, we believe; that we should not be so, is what is in effect counselled by the writer of this pamphlet. A nation is more frequently protected from a "sudden collision" by its own strength, than by the weakness of its neighbor; and we are very sure that being always prepared for war is our best security for the preservation of peace. So far from acquiescing in this opinion, however, the writer before us thinks it "the wisest plan to husband our resources until they are really wanted; thereby avoiding the show of precaution where none is needed; and increasing our means of defence and punishment when it becomes necessary to employ them." The mode that is suggested of "increasing our means of defence," has in it something exceedingly novel, and may be worthy of consideration at the Admiralty. "It is manifest," says this writer, "that if we avoid incurring the expense of one ship of war for one year, we can afford two in the year after, and three in the year after that, and so on in an increased ratio," &c. No doubt the money that is not expended by the nation this year will be, or ought to be, in the pocket of the nation next year; and by the economy of to-day "we can afford" an increased expenditure to-morrow. But it might have occurred to this ingenious theorist that a ship of war requires something more than so many square feet of plank and canvass. It is desirable in sending our vessels afloat, that they be manned and officered, and you cannot exactly turn a ship's crew off the stocks as you would the hulk of a seventy-four. To very little purpose is it that we can "afford" ships, if we cannot find sailors; and our people not being practical seamen *ab ovo*, must only become so by experience. There is no doubt that, after a few years "husbanding of our resources" on this admirable principle of "an increased ratio," we could "afford" to do wonders; but we cannot help thinking that the effect of even a limited application of it has not been hitherto altogether satisfactory. Were it necessary to-morrow to put forth the naval resources of the country, we should be driven to our merchantmen for sailors; and as to officers, it is not unlikely we should find ourselves on our beam-ends. To be sure, if our coast were insulted, or the ships of our merchants seized, we should still have the consolation of thinking that, though without a navy to protect them, we could at least "afford" one. We had been "husbanding our resources," and though without one ship on the seas, still, upon the principle of an increased ratio, we had the price of three in our pockets!

The Emperor Nicholas may deserve all the eulogiums passed upon him, both by Captain Crauford and the writer of the pamphlet before us; but, with great deference, we think the nation will expect some

better "safeguard" of its interest than any to be found in "the great talent, *immense activity*, enlarged and highly liberal views" of this Sovereign.

We quite agree with the author that it is very foolish to "be exciting this country to assume a hostile attitude towards almost all nations, and especially towards Russia." It is unnecessary, it is useless, it is mischievous. But there is a difference, we may be allowed to observe, between an attitude of hostility and one of defence. We freely acquit Russia of any hostile intention towards this country. We do not believe she entertains it; and in order that she may not, we should always let her see its futility. But this language of suspicion, we shall be told, is calculated to weaken the amicable relations of the two countries. There are men—men for whose opinion we entertain so much deference, that we always suspect our own judgment when in opposition to theirs—who tell us that nothing is further from the contemplation of Russia than any disturbance of the tranquillity of Europe; that her policy is essentially a policy of peace, and that all her efforts are directed towards its preservation. We have nothing better to guide our judgment than the facts that are before our eyes, and whatever common sense we can apply to them. We believe, with the writer whose pamphlet has called forth these observations, that "at present Russia finds her resources inadequate to her expenditure, and that instead of diminishing, she is constantly increasing her public debt." We believe, too, that her naval (and also her military) exhibitions, "are a very great and unpopular expense in Russia." With what object then do they take place? Russia is engaged in a war at this moment. Without adverting to any other consideration connected with that war, we would merely observe that it is waged to secure a territorial acquisition ceded by the treaty of Adrianople. And yet this very advantage, for which she is now fighting, she solemnly avowed she had no intention of acquiring! This is surely not very conclusive evidence of a policy "essentially peaceful!"

But we shall not pursue the subject further. The policy and the principles of Russia may be all that her friends and admirers give her credit for; yet we agree with Captain Crauford, that the very consciousness of her growing naval strength might eventually overcome her naturally peaceful disposition; and we should be very sorry that any silly, wrong-headed scheme of economy, should throw in her way the additional temptation of finding England in a state of even comparative or temporary weakness.

DRY-ROT IN TIMBER.—Kyan's discovery, in England, of a preventive for the dry-rot in timber, by a solution of corrosive sublimate, is highly recommended in the English papers. The London John Bull of 9th July expresses entire confidence in its peculiar efficacy, and cites the following testimony of the *Times*, as quite conclusive on the subject:—

"Some very strong, and, indeed, conclusive evidence, in favor of the process adopted under Kyan's patent, for the prevention of the dry-rot in timber, and the decay of other substances, is afforded in a recent publication, not printed for sale, entitled 'Papers on Subjects connected with the Duties of the Corps of Royal Engineers,' and intended to give energy to those duties, both military and civil, imposed upon officers in that branch of the service, and which are in some danger, owing to the long peace, of falling into neglect. One of these papers, prepared by Captain Alderson, of the Royal Engineers, is specially devoted to the consideration of Kyan's process, the extensive adoption of which is strongly recommended in his department. Permission was obtained, it seems, for the introduction of the process in the engineer department in September last, on the application of Lieutenant Colonel Harding, who addressed a letter to Major General Sir Frederick Mulcaster, Inspector General of Fortifications, on this subject.

In this letter he refers to an examination of some timber prepared by this process in 1834, and put up experimentally in the house of the Lieutenant Governor, which was found perfectly sound, while some unprepared timber, put up at the same time, was much decayed. In other letters, which forms an appendix to Capt. Alderson's essay, further experiments are detailed, and a very striking one may be quoted from them, in which pieces of oak, ash, and elm, which came to the Royal carriage-office in a green state, with the bark and some leaves upon them, were split down the middle and marked. Half of each specimen of the wood was returned to be saturated with the patent, and when sent back the whole were put down in March, 1835. These were taken up in September last, and at the end of a year and a half, it was found that the prepared pieces, even to the preservation of the bark and the sap, were perfectly sound, and the unprepared quite rotten. There seems ground for believing, on the statement of Capt. Alderson, that this process will be found as effectual a safeguard against a principle of decay, as that of the destructive attack of the termites, or white ant, peculiar in tropical climates, as it is against that distinguished by the name of the dry-rot. On account of the greater durability thus acquired for timber of all descriptions, he looks forward to the substitution in some cases of timber for masonry; the coping of walls, for instance, of from one to four feet in thickness. He suggests that the decay of brick walls has arisen chiefly from the number of joints in the coping, whether of brick or of stone, as the cracks in the joints are seldom attended to till the effects of decay are visible in the wall itself. This substitution he conceives might take place with peculiar effect in our North American colonies, where pointing even with cement cannot be done with advantage more than three months in the year; also in tropical climates, where the rapidity of vegetation is visible in the joints of masonry, and destroys them in a very short time. Capt. Alderson refers to the opinion of Professor Faraday on Kyan's process, as given in his lecture at the Royal Institution in February, 1833, and subjoins in a note his assurance that, up to the present time, Professor Faraday has seen no reason to alter his opinion of the efficacy of this process. Altogether the desideratum, so long sought, of a preventive for the dry-rot in timber seems at last to have been found."

COLOSSAL STEAMER.—An immense steamer, upwards of 200 feet long, was lately launched at Bristol, for plying between England and America; but the one now building at Curling & Co's, Limehouse, for the American Steam Navigation Company, surpasses any thing of the kind hitherto made. She is to be named after our Queen, the Victoria, will cost from 70,000 to 100,000*l.* has now about 150 men now employed daily on her, and is expected to be finished in November next. The extreme length is about 253 feet, but she is 237 feet between the perpendiculars, 40 one-third feet beam between the paddle boxes, and 27 feet one inch deep from the floor to the upper side of the spar deck. The engines are two of 250 horse power each, with 6 feet 4 inch cylinders, and 7 feet stroke. They are to be fitted with Hall's patent condensers, in addition to the common ones. She displaces, at 16 feet deep, 2,740 tons water; and her computed tonnage is 1,800 tons. At the water line every additional inch displaces 18 1-2 tons. The average speed is expected at 200 nautical miles per day, and consumption of coal 30 tons. It is calculated she will make the outward voyage to New-York in 18 days, and the homeward in 12, consuming 450 tons of coal out, and 360 home. Expectation is on the tiptoe for the first voyage of this gigantic steamer, along side of which other steamers look like fishing-boats.

From the Philadelphia Gazette.

INTENDED VISIT OF A FRENCH PRINCE TO THE UNITED STATES.—We translate from a French paper the following article, concerning the visit of the Prince of Joinville to this country.

"On the 4th or 5th of August, H. R. H. the Prince of Joinville, will embark at Toulon on board the *Hercules*, of one hundred guns, commanded by Com. Casey; it is as a Lieutenant that the Prince will undertake the voyage. It is known with what exactitude and zeal this young sailor has until now, fulfilled the often arduous duties of his grade; he will not be less faithful, during this voyage, to those which his new enterprise will impose upon him.

Since the Prince of Joinville has entered the Navy, it is the fourth voyage he has made, and he is not yet twenty. In 1831, H. R. H. commenced by a rapid survey of the Italian coast, happy to make his debut under the glorious colors which France has just resumed with so firm a grasp, and which all the Mediterranean shores saluted with a transport of hope. Two years after, the Prince of Joinville remained at sea for five months, during which period he coasted the shores of the ocean, considered the most perilous of all to navigate. In 1836, H. R. H. visited the Archipelago, the East, Syria, and acquired, during this brilliant campaign, a confidence, an *aplomb*, a sang-froid, a knowledge of all the complicated details of the service, which gained him the esteem of the oldest sailors. The Prince is now about to complete, by a transatlantic voyage, the information which he has gradually acquired during five years of trials and fatigues which he has nobly supported. Experience belongs only to age and is the price of long service; but the young Prince knows at least how to profit by that of others; he is in a good school; Latrejet, Parseval, d'Oyssonville, Rigny, Duperre, have been successively his chiefs and instructors; and the confidence of the King has placed near this young officer, the object of so many fears and hopes, a man the most fit to do honor to such a choice by the independence of his character, the elevation of his mind, and the maturity of his reason. The commandant Hernoux, aid-de-camp to the Prince of Joinville, accompanies him to America.

"It is America which is at present assigned by the King as the object of the Prince's voyage.

"H. R. H. leaving Toulon on the 5th of August, will first touch at Gibraltar, and the *Hercules*, attended as far as the Straits of the Mediterranean by the whole squadron of the south, will enter the ocean escorted by a single vessel, the corvette *La Favorite*. The Prince will stop at Madrid and Teneriffe, which he has once visited in 1835; from thence he will go to Senegal and Gorea on the African coast; afterwards to Santiago de Praya, among the Cape de Verd Islands to Rio Janeiro and Bahia, in the Empire of the Brazils; to Cayenne, to the West Indies, where he will visit Martinique, Guadaloupe, Jamaica and Cuba. The *Hercules* will finally anchor in the magnificent Bay of the Chesapeake which extends between Virginia and Maryland, whilst the Prince will visit the interior States of the Union; she will subsequently set sail for Brest, from whence H. R. H. will return immediately and without delay to Paris.

"This voyage will probably occupy eight or ten months; thus the Prince will not reach France before the commencement of next April. This absence appears long, when one calls to mind that H. R. H. quits his country, his family, and all the objects of his affections and respect; but is very short, considering only the powerful interest and infinite variety of such a voyage. The Prince of Joinville has in fact attained an age when every thing is of profit to intelligence, and he is naturally open to all great and serious emotions. It is not then navigation alone which he will learn during this long and rapid excursion; it is life; and although we hope that destiny reserves for him none of the vicissitudes so nobly

encountered by his father, the young Prince, in visiting Cayenne, the Isle of Cuba, the United States of America, will find at each step remembrances left by the Duke of Orleans, during the period of an exile admirably supported, and gather the traces of his experience, his patience, and his courage.

"It is thus that we are convinced the voyage of the Prince of Joinville will be of service to the youth. The French sailors already appreciate his remarkable aptitude, his devotion to his duties, the promptitude and dignity of his commands, and of his obedience, for the young Lieutenant alternately obeys and commands. Let France also learn that the Prince of Joinville, as many thousand leagues from her soil, has been her worthy representative; that he has been a model for those qualities of the heart and mind, for that affability, that generosity of sentiment, which distinguish our nation amongst all those of the world. For France will follow with interest this long and perilous voyage of the young son of her King; while at home, she beheld him with confidence upon one of the steps of that throne elevated by a glorious revolution; absent, she will preserve the remembrance of him with solicitude."

There is perhaps "something too much of this," considering that the matter is not one of astounding moment; but it serves to show how the whereabouts and intentions of Frenchmen, distinguished by merit or blood, are chronicled in their own country. The Prince of Joinville has claims upon American courtesy, aside from his rank,—as an intelligent and observant traveller; and he belongs to a country whose tourists are far more in the habit of entertaining us fairly on their return home, than the grumbling and jaundiced cosmopolites on the other side of the channel.

SELECTED POETRY.

Since our last number, the anniversaries of some of the most brilliant actions fought during the war with England have transpired. We may mention those of Lake Erie, on the 10th September—on Lake Champlain and at Plattsburgh, September 11—at Baltimore, September 12.

As opportune to the occasion, we have selected a poetical effusion from the pen of the gifted WOLFE TONE, formerly of our army, and son of the Irish martyr, on the battle of Plattsburgh. Although it may have appeared in print before, its interest and beauty are not lessened.

THE BATTLE OF PLATTSBURGH.

BY W. THEOBALD WOLFE TONE,
Late of the U. S. Army.

Hark! To arms! our drums are beating,
Sons of freedom, to the line,
See our gallant van retreating
See yon distant column shine.
Mark the crimson banner pending
Over each surrounding height,
To Columbia's sons portending
Dire defeat or shameful flight,

By numbers overwhelmed and crushed in hopeless fight.

Can they fail who oft victorious
In the well-contested field,
After struggle stern and glorious,
Saw the Gallic eagle yield—
Albion's chosen, wield her thunder,
Thrice outnumbering all our host;
Fired with hopes of fame and plunder,
Of their recent deeds they boast,

And see our slender band, already turned and lost.

See, in dark and thund'ring motion,
On the cool and glassy lake,
Ride the haughty Lords of ocean,

Gliding in their leader's wake—
Round each promontory sweeping,
Every point their sails surround;
Whilst each pass and valley keeping,
On the shore they spread around,
And wait the signal gun—to charge in open ground.

Who, that dreadful charge sustaining,
Yon approaching storm will stand,
And each nerve and sinew straining,
Die to save his native land;
Rough from labor, grasp the rifle,
Hardy yeomen, to the field!
Every weak emotion stifle,
Let us perish ere we yield,
And prove, when danger frowns, our laws and country's shield.

See, half-armed, half-trained, they muster,
Few, but fixed with pious flame,
Round our gallant Chief they cluster,
And the post of peril claim;
Such, Thermopylae's defenders,
When by Persia's myriads prest,
Fixed to die, each hero tenders,
Firmly to the foe, his breast;—
Such, fixed in silence stern, upon their arms they rest.

Is there one, from danger blenching,
In yon self-devoted band,
Who, their rifles firmly clenching,
Line Saratoga's rocky strand—
Sires, with locks all white and hoary,
Lead their children to the field,
Whisp'ring of those days of glory
When such weapons they could yield,
And Saratoga saw the flag of Britain yield.

See, the stifled, deep emotion,
Blanching yon pale matron's brow,
As she arms with hurried motion
Him who claimed her youthful vow.
See, with noble passion beaming,
Yon fair maiden's bright'ning charms,—
Go: she cries, with eyes o'erstreaming,
Go: our country calls to arms:
One kiss! one last embrace! Now rush to war's alarms.

What? before a hired invader
Shall the sons of Freedom fly?
No! before our steps degrade her,
For our country we will die.
Stretched beneath Columbia's banner,
Pierced with wounds each manly breast,
Bright shall be our bed of honor;
Welcome, too, the stroke of rest;
Or, from the sons of fame, their laurels we will wrest.

See yon couriers, fiercely prancing
On the war emblazon'd plain;
See, the bayonets brightly glancing,
O'er each column's length'ning train.
Proudly floating, see yon pennons,
Late displayed on Spania's coast;
Hark! the lumb'ring of yon cannons,
Rolling 'midst the advancing host,
Think of your country's fame—to arms! and to your post.

Hark! the signal sound of battle
On the land and on the main,
Peals on peals, successive rattle,
As they spread their batt'ring train:
Hark! where trebly loud they thundered,
'Tis where, changing stroke for stroke,
By the stream our hosts are sundered—
There, incessant flashing broke
Bright sheets of flame, thro' whirls of wreathing smoke.

Thicker yet, our missiles hurling
Rock the earth at every peal;
On the land and lake slow curling,
Thicker clouds the war conceal—
But, where darkest storms are low'ring,
Red with fire which flash below,
There our gallant leader tow'ring,
In the battle's fiercest glow,
Columbia's thunders points, to crush the rushing foe.

See our border-marksmen kneeling
 'Neath the rocks of yonder banks,
 Their unerring arms concealing,
 'Til they mark the thickest ranks.
 From Saranac's reedy border
 Rings the rifle, sure of aim,
 Whilst recoiling in disorder,
 Thinned his ranks, and damped his flame,
 The baffled foe falls back, with mingled rage and shame.

From the charge at length retiring
 How they ponder where to break,
 When the din of war expiring
 Dies upon the silent lake—
 List! yon cries of joyous hailing;
 See the dark mist slowly rise;
 See the flag of Britain trailing,
 While Columbia's pendant flies;
 Her stars and stripes alone salute her native skies.

On the shore, exulting loudly,
 With acclaims we rend the sky,
 And our weapons waving proudly
 Shout, Macomb and victory:
 Whilst the foe, dismayed and trembling,
 Leaves the half-unfinished fight;
 And, his fears no more dissembling,
 'Neath the friendly shades of night,
 Through woods and thickest vales, precipitates his
 fight.

From the Detroit Daily Advertiser.

THE LORE OF LOVE.

BY LIEUT. G. W. PATTEN, U. S. ARMY.

Mother! what meant the sybil when
 She bid me shun the gaze of men,
 And said, while weeping 'neath the yew,
 "Beware the hour of evening dew?"
 The eye of youth is sweet to see,
 It cannot lurk with harm for me;
 And soft the eve with sunset red,
 The vesper hour I may not dread!

Such warning dark, O! daughter young,
 Flows not alone from sybil tongue;
 The strongest spell in passion's bower
 Is that which binds the vesper hour;
 And eyes which look with softest shade,
 Are those which turn on love betrayed.

And is it thus? then, mother, why
 Doth beauteous crimson deck the sky,
 And glances swim with azure light,
 If full of danger, death, and blight?
 Is maiden's heart a thing to grieve,
 That hope may mock and love deceive?

Oh! daughter fair, go first explain
 Why floats the cloud, or falls the rain;
 With deep research next seek to know
 Why green the leaf and white the snow;
 And, last of all, discover why
 Both joy and grief should heave the sigh;
 When these by reason's rule ye prove,
 Then may ye learn the lore of love.

The splendid American packet ship, the Wellington from New York, now lying in St. Katherine's dock, London, had a visit from the Duke of Wellington on Friday, accompanied by the American Minister and Consuls-General of the United States, Major Elrington, Sir John Hall, and several gentlemen connected with the American trade. His Grace expressed the highest gratification at the superior build of this vessel, and of the splendor of her fittings. A neat and unostentatious *dejeuner à la fourchette* was given by the worthy captain. Several appropriate toasts were given, expressive of the good feeling between the two countries, and with frequent hopes that the pressure existing would be only a temporary interruption to that mutual commercial intercourse that had tended so much to the extension of the interest of the two greatest commercial nations in the world, and which had called into existence such splendid vessels as they then had the pleasure of expressing their opinions on board of.

WASHINGTON CITY;

THURSDAY, SEPTEMBER 14, 1837.

We took occasion to notice last year the superior quality of some wheat raised by Commodore BALLARD, of the U. S. navy, on his farm in Maryland. We observe by a late report of the exhibitions at the rooms of the Maryland Horticultural Society, that the lady of Commodore BALLARD, U. S. N. presented a peck of very superior lemon peaches, which attracted much attention.

We are pleased to see our navy officers turning their attention to what is useful as well as ornamental.

The French brig of war Laurier arrived at New York on Monday, 4th inst., in 39 days from Brest, having on board the *quasi* assassin Boireau, the accomplice of Fieschi in his attempt on the life of Louis Phillippe. The city authorities declined returning the salute of the brig, on the usual enquiry made by the French Consul General. The refusal has given rise to a discussion between the *Courrier des Etats Unis*, a French newspaper published in New York which condemns the course of the Mayor, and some of the daily papers which approve it.

The French brig of war La Peyrouse, which landed Meunier at Pensacola, arrived at New York on Thursday last, in sixteen days from the former port.

WASHINGTON MUSEUM.—We accepted a few days since the polite invitation of the proprietor to visit this establishment, and were much gratified, as well as astonished, to find how many specimens of natural and artificial curiosities he had collected by his own industry. Mr. Varden has expressed his firm determination that, while he lives, the collections he has made shall never be removed from the Metropolis, but shall remain as a foundation upon which to establish a permanent museum as soon as the collection is sufficiently large to justify that object. We hope that some public-spirited individuals may be found, who will provide a suitable building, that shall be creditable to the country, as well as the Metropolis.

Officers of the army and navy are respectfully invited to visit the museum, on 5th street, near the City Hall; and any donations that they may feel disposed to make will be carefully preserved.

CONGRESS.

The following committees have been appointed.

SENATE.

Military Affairs—Messrs. Benton, Preston, Tipton, Wall, and Allen.

Militia—Messrs. Wall, Swift, Clay of Ala., Mouton, and Smith of Ia.

Naval Affairs—Messrs. Rives, Southard, Tallmadge, Cuthbert, and Williams.

HOUSE.

Indian Affairs—Messrs. Bell, Everett, Haynes, Chaney, Montgomery, Parker, Campbell of South Carolina, Murray, and S. W. Morris.

Military Affairs—Messrs. McKay, Coles, Glascock, Thompson, Gholson, Miller, Rives, Kemble, and McClellan, of Tennessee.

Militia—Messrs. Glascock, Wagener, Carter of Tennessee, Holt, Hammond, Pratt, Hunter of Virginia, Halstead, and Allen of Ohio.

Naval Affairs—Messrs. Ingham, Milligan, Read, Wise, Grantland, Moore, Richardson, Paynter, and Williams of New Hampshire.

Expenditures of the War Department—Messrs. Clowney, Vandever, Holt, Morris of Ohio, and Marvin.

Expenditures of the Navy Department—Messrs. Broadhead, Maxwell, Goode, Edwards, and Graham of Indiana.

Correspondence of the Army and Navy Chronicle.

"LIMA, June 26, 1837.

"The U. S. ship North Carolina arrived here on the 26th May, in eight days from Valparaiso, at which port she remained only three days.

"There will be a number of transfers made on board the ship to-morrow, but as the brig Lady Adams will sail in the evening, it will be impossible for me to give you a correct list by this opportunity.

"Enclosed you have a list of the officers of the ship Peacock, now in Callao harbor; she arrived here from Valparaiso on the 21st May.

"EDMUND P. KENNEDY, *Commodore commanding the East India and Asiatic squadron.*

C. K. Stribling, *acting commander.*

Lieutenants, C. C. Turner, R. L. Page, S. W. Gordon; T. R. Rootes (*acting.*)

W. S. W. Ruschenberger, *Fleet Surgeon.* D. Harlan, *Ass't Surgeon.* W. Leigh, *acting Master.* E. S. Whelen, *acting Purser and Commodore's Secretary.*

Midshipmen, W. S. Drayton, C. Richardson, G. W. Chapman, E. S. Hutter, H. Cadwalader, L. McLane, Jr., W. G. Benham, R. D. Izard.

John Clar, *Captain's Clerk.* V. R. Hall, *Boatswain.* A. S. Lewis, *Gunner.* J. Ferguson, *Sailmaker.* N. S. Lee, *Carpenter.* Oscar F. Scott, *Purser's Steward.*"

The following officers were attached to the U. S. schooner Enterprise. Part of them have already returned home, others have taken passage in the Peacock.

G. N. Hollins, *Lieutenant commanding.* Murray Mason, *Lieutenant.* John D. Gibson, *acting Purser.* W. F. McClenahan, *Ass't Surgeon.* John J. Forbes, *Midshipman.* Holt Wilson, *Captain's Clerk.* Hiram Frier, *Gunner.*

Four companies of the 2d Infantry, U. S. A., under the command of Major W. Hoffman, arrived at Fort Hamilton, New York harbor, on Thursday last, from Fort Howard, Green Bay, having travelled the whole distance in the short space of twelve days. Their ultimate destination is Florida.

The sloop of war John Adams, now at New York, has been selected to accompany the frigate Columbia to the East Indies, under the command of Commander T. W. Wyman.

In some of the former numbers of the United Service Journal have appeared a series of articles under the head of "Economy of a man of war," embodying much wholesome advice to members of the naval service in any and every country. It has been our intention to transfer to our columns such portions of these articles as are of general applicability. We have accordingly commenced with the first in the present number, omitting what is merely local.

ITEMS.

The Knoxville (Tennessee) Register of the 30th ult. says—Colonel LINDSAY and Maj. PAYNE, members of the military court ordered for the trial of Gen. WOOL, are now at this place, waiting the arrival of Gen. SCOTT, who is expected here to-day. It is expected that the court will organize and hold its session here, immediately on the arrival of General SCOTT. Gen. WOOL is also here.

The Revenue Cutter McLane, which was overset and sunk recently in Hadley harbor, has been raised and carried alongside of the wharf, by the exertions of Lieut. Sturgis. That gentleman's loss by the disaster to the cutter was very severe—not less than two thousand dollars.

The number of vessels, of all nations, that passed the Sound, (into the Baltic,) during the half year ending June 30, was 5,215, being an increase of 532 upon the same half year in 1836. The number of American vessels was only half that of the same term in the last year. The great increase was in Norwegian, Danish, Swedish, Dutch, and Hanoverian vessels.

The honorary degree of A. M. was conferred by Harvard University, on DENNIS H. MAHAN, Professor of Civil and Military Engineering, at the U. S. Military Academy, West Point.

ARRIVALS AT WASHINGTON.

Sept. 7—Lt. R. D. A. Wade, act. Paymaster, N. Frye's.
11—Lieut. J. W. Gunnison 2d Arty. Fullers.
Paymaster J. S. Lytle, Gadsby's.
Col. Z. Taylor, 1st Inf. Fuller's.
12—Capt. E. Harding, Ordnance, Gadsby's.
Lieut. S. Burbank, 1st Inf. Polk's.
Lieut. C. F. Wooster, 4th Arty. Fuller's.
Lieut. H. H. Lockwood, 2d Arty. do.
13—Lieut. J. F. Lee, 1st Arty. Gadsby's.
Lieut. J. A. Chambers, 2d Arty. Fuller's.
12—Lieut. B. Conkling, 2d Arty. do.

LETTERS ADVERTISED.

NORFOLK, Sept. 1, 1837.

NAVY.—Drs. G. W. Peete, H. Allen, C. W. Taite, S. C. Lawrason, S. W. Kellogg, W. P. Morgan, David Harlan; Purser R. R. Waldron; Capt. B. Kennon, W. B. Shubrick, I. McKeever, Alexr. Claxton, Lieut. O. Burns, F. B. Ellison, R. R. Pinkham, A. B. Pinkham, Jno. P. Gillis, L. G. Keith, L. N. Carter, M. C., W. D. Newman; P. Mid. R. M. Harvey, W. S. Schenck, John Rodgers, F. Piper, A. S. Worth; Mid'n. F. Stanley, J. H. Parker, G. W. Harrison.

EXPLORING SQUADRON.—Commodore T. Ap. C. Jones, Capt. J. Glynn, Thomas A. Dornin; Lieuts. Thos. Turner, G. A. Magruder, Arther Lewis; Purser E. T. Dunn; P. Mid. G. F. Emmons, W. L. Maury, B. M. Dove, J. B. Weed, J. C. Wait, Thos. Patterson.

PASSENGERS.

BALTIMORE, Sept. 11, per brig Lady Adams, from Callao, Lieut. P. Turner, Dr. T. L. Smith, and Purser E. N. Cox, of the navy.

NEW YORK, Sept. 5, per ship Orbit, from Kinsington, Jamaica, Lieuts. H. N. Page, G. N. Hollins, and C. H. Jackson, of the navy; and D. C. Powers, late of the Marine Corps; all landed at Cape May.

SAVANNAH, Sept. 6, per ship Republican, for New York, Lieuts. C. B. Sing, and Jos. Roberts, U. S. A.

COMMUNICATIONS.

PARDONING DESERTERS.

MR. EDITOR:—I learn that the Commanding General of the Western Division of the U. S. Army, has issued an order pardoning all deserters from the service, provided they repair to Jefferson Barracks, and are willing to march against the Seminoles! If I have been correctly informed, pray state by what right that officer pardons deserters, (particularly out of his division?) What law or regulation authorizes

him to act thus? If he has assumed a power which, I believe, belongs solely to the President of the United States, what is to be done in the case? Q.

BREVETS—SEMINOLE WAR.

MR. EDITOR: Happening to be in company with some citizens a few evenings ago, I heard it mentioned that there were officers of the army who had published orders, &c., giving an account of their own exploits, &c., in Florida. Also, that some, of high rank, had applied for *brevet promotion* as a reward for gallant and distinguished services in the field, &c., which, it appears, were overlooked by the proper authorities. Can it be possible that such cases have happened? I was prompted to contradict the reports alluded to, but was unwilling to do so without being certain of their correctness. Can you or any of your "subscribers" inform the public? X.

We have no knowledge whatever of the subject.—
Editor A. & N. C.

ARTILLERY CAPTAINS,

MR. EDITOR: Of the *thirty-six* captains in the corps of artillery, *eleven* are now serving with their companies in Florida. Where are the twenty-five remaining?

How can the troops of the regular army be expected to acquit themselves with credit, when the number of officers *present* is so limited that each company has not a commander?

How can men be contented, or be expected to enlist in the service, when they have as many as a *score* of different commanders in the course of a year? ?

DOMESTIC INTELLIGENCE.

From the St. Louis Republican.

We have received a copy of the following correspondence, with the request that it should be published. It seems to have been a long time delayed on the way, but will not be found to be the less interesting on that account. The sentiments of General GAINES will be responded to in the breast of every one who knows the character of the Pioneers of the West.

Major Gen. EDMUND P. GAINES,

SIR: The citizens of Clay and the Platte country, in consideration of the high estimation in which they hold your personal character, as well as your distinguished services in the army of the United States, and the prompt and efficient aid which you are now rendering in removing the Indians from our border, have determined to tender you a Public Dinner, at Liberty, at such time as will meet your convenience.

JOEL TURNHAM,
SHUBAEL ALLEN,
PETER H. BURNETT,
EDWARD CLARK,
JAMES DUNCAN,
Committee of Clay.

Z. MARTIN,
J. VENYARD,
A. B. HOLT,
Committee of Platte.

INDEPENDENCE, Mo., July 20, 1837.

GENTLEMEN: I accept, with great pleasure, the kind invitation with which the citizens of Clay and the Platte country have honored me, through you, to a public dinner. Duties requiring my immediate attention oblige me to deny myself the pleasure of complying with your wishes at this time. I will, however, take the earliest occasion in my power, to apprise you of the time of my return to this frontier, to fix a day for meeting my friends and countrymen of

this land of promise at the festive board, in time to partake with them of the corn and fruits of the present season.

I have made arrangements for the whole of the Indians now within the limits of the Platte country to leave it in the course of the next week. They go, not only without a murmur, but with willingness and apparent pleasure, because they were assured by me that all the promises made to them by the United States in their treaties, will be faithfully complied with. Upon this point the late sudden stoppage of their rations had filled them with doubt and apprehension, which, I have reason to believe, would, in the course of a few days, have produced, on the part of the Indians, all the distressing scenes of starvation, or consequent robbery and war, such as our frontier citizens have too often experienced from violations of our treaties.

All the human family, from the highest grades of civilization to the lowest ranks of barbarism, appreciate, more or less, and the savage more sensitively than the civilized man, the maxim, that

"Truth is the basis of all excellence."

This maxim should be regarded by civilized man in his intercourse with the savage, even more strictly to the *letter* and the *spirit*, than with civilized nations. The savages of our country were taught by our beloved Washington himself, and by those who followed the plain straight-forward path of public duty marked out by that greatest and best of men, that the *word* of the United States Government, as given to the Indians in the form of a treaty, should be held sacred as an oath registered in the Heaven above! The Indians now near you had been thus told when, by treaty, they ceded their valuable lands in the States of Illinois and Michigan, for those of the far west, that they should receive bread and meat for their subsistence on their way to their new homes, and for one year thereafter. This all-important promise, (without the fulfilment of which the Indians could not live,) they deemed to be broken as soon as the public supply of subsistence was withheld from them, as they were apprized that the tract of country ceded to them afforded little or no means for subsistence by the chase.

My duty, under these circumstances, was plain and simple. I had little or nothing to do but to see, and to assure them that the treaty stipulations were not to be regarded as lies, but would be respected and fulfilled in the spirit of truth and honor. I accordingly ordered their supply with rations, and their immediate removal. They were satisfied and happy.

I have been honored with the confidence of my country in the United States service ever since I was grown, now thirty-nine years past; during the greater part of the time my duties have been confined to different sections of the frontier, upon which I had previously carried my rifle in the performance of militia duty, before I had seen the eighteenth year of my age. You will readily infer, therefore, that I have had the means of witnessing the privations and exposures, and of appreciating the value to our beloved Union, of this class of the American community, which may, with strict military propriety, be distinguished the *National Pioneers* of the Republic.

Often have I, when hungry and worn down with excessive fatigue, approached the cabin, or the camp of the Pioneer, from the frontier of Georgia and Florida to the Sabine border of Louisiana, thence to the great Northern Lakes, and from thence to the St. Lawrence and State of Maine, inclusively, and never without receiving a hearty welcome, and being cordially invited to partake of the comforts of their fireside and table. They have grown up and strengthened with the growth and strength of the nation. The other parts of the nation could not have existed without them, no more than the human body could exist without the head, and heart, and arms. The people

of the interior may well say to the border Pioneers, "we are flesh of one flesh, and bone of one bone." How, then, can I feel indifferent to the interests of my countrymen, thus occupying the post of danger? the post of honor! When I neglect or forget my duty to the American Pioneers, and their families, then may the recording angel of justice and gratitude forgive me!

EDMUND P. GAINES.

To JOEL TURNHAM, &c.

From the Mobile Commercial Register, August 28.

A letter of General Jesup's of the 9th instant, addressed to a friend in this city, contains some interesting items of intelligence. We learn from it that the motive which prompted General Jesup to propose relinquishing his command in Florida, was an opinion somewhat hastily formed, as it proved, that public sentiment in Florida would require it. On this subject the General remarks:

"I am anxious that my motive should be understood and appreciated by my friends. Though all my military measures had been successful, I had failed to accomplish the emigration of the Indians—a measure deeply interesting to the suffering frontier inhabitants of Florida, and one to which public attention had been directed by the repeated failures which had preceded mine. Believing that public opinion, particularly in Florida, would demand my recall, and wishing to disembarass the Government, and leave it free to act without any consideration personal to myself, I asked to be relieved. The Secretary of War left it at my option to relinquish or retain the command; and finding, as I believed, that public opinion was different from what I supposed it would be, I informed the General-in-chief, on the 8th of July, that I would retain the command, unless the Government should otherwise determine. That is my purpose now; but I am entirely indifferent whether ordered to retain or surrender the command."

General Jesup further adds—"General Gaines is a pure patriot; he sent me the 6th regiment of Infantry at a time when we had not spoken for more than ten years, by which I was enabled to assume the offensive; without that timely aid I should have been compelled to remain on the defensive. Few men would have acted with the magnanimity which distinguished his conduct on that occasion. I shall never forget the act, nor cease to feel grateful for it."

ORDERS No. 160.

HEAD QUARTERS, ARMY OF THE SOUTH, }
Fort Heileman, Aug. 3, 1837. }

Par. 1. Lieut. Charles O. Collins having been selected to purchase mules, and hire drivers and laborers, for the military service in this Territory, will proceed to Kentucky, under the instructions from Head Quarters furnished to him yesterday.

In addition to the rules authorized by the instructions referred to, he will purchase two hundred horses for the purpose of mounting the Dragoons serving in this Territory. He will return with all practicable speed, and at all events by the 15th of October.

2. All Indian property captured from this date will belong to the corps or detachment making the capture.

The property captured will be divided into shares, corresponding with the several classes making the captures. Field officers will have three shares, company officers two shares, and non-commissioned officers and privates one share each; and the family of the officers and soldiers who may fall in action at the time the capture is made will be entitled to double their allowance respectively.

3. In consequence of the severe attacks to which Major Childs is subject, and the consequent feeble state of his health, as set forth in the certificates of Assistant Surgeon Forry, he will, as soon as he shall

be able to travel, proceed to Fort Monroe, and report in person to the commanding officer, and by letter to the Adjutant General.

The Major General commanding would regret to lose the valuable services of Major Childs, under any circumstances; but at the present moment, when there are but few officers present with their commands, and several of those rendered, by the effects of the climate, unfit for duty, that loss will be severely felt. He tenders his thanks to the Major for his constant and prompt attention to duty; wishes him a prosperous voyage home, and hopes that in a more genial clime he may be restored to health in time to take part in the approaching campaign.

By order of Major General Jesup:

T. B. LINNARD, A. D. C. & A. A. G.

MOBILE, August 28.—The outrages which were committed on some of the citizens of Baldwin County the other day, by a gang of desperadoes, with the notorious Pady Scott at their head, seem about to be avenged. On the receipt of a letter from Mr. Weekes, a highly respected gentleman residing with his family at Fish river, giving an account of the movements of the piratical gang, the Collector of this port instantly despatched a message to Commodore Dallas, with a statement of the circumstances that had transpired, and requesting assistance. The following letter, received this morning, exhibits the promptitude with which the call has been responded to by the gallant Commodore. We understand that a force under Major Hall, of Baldwin, is ready to head the villains should they attempt to land on that side of the bay.

FRIGATE CONSTELLATION,

Pensacola Bay, Aug. 26, 1837.

My Dear Sir: I have the pleasure to inform you that immediately on receipt of your letter with the accompanying papers, I was directed by Commodore Dallas, to order the United States ship St. Louis to Mobile Bay, to aid the civil authorities in bringing to punishment the individuals complained of; and I have the further satisfaction to inform you, that the St. Louis has at this moment a signal for a pilot, and Commander Paine informs me he will be ready to proceed at early daylight to-morrow morning.

With very great respect,

Your obedient servant,

JAS. M. MCINTOSH, Flag Capt.

To JOHN B. HOGAN, Esq. Collector, Mobile.

We learn that the St. Louis arrived in the bay yesterday.—*Commercial Register.*

EMIGRATING INDIANS.—Two hundred Ottawas, from the Maumee Valley, Ohio, arrived at Cleveland in the steamer Commodore Perry, September 1st, on their way to the land provided for them West of the Mississippi. They are apparently cheerful, says the Cleveland Herald, but squalid specimens of humanity, rigged out in rags and finery.

SIOUX INDIANS.—Twenty-seven of the principal chiefs of this tribe arrived in this city on Saturday afternoon last, in the steamer Burlington. They were variously decorated, in their war habiliments, and presented the same native appearance as when freely ranging their own wild woods. They attended the Theatre on Saturday evening, at the request of the managers, and attracted no inconsiderable portion of the attention of the audience. On yesterday morning, they departed for Washington city, having first gratified a crowd of spectators on the wharf with a dance and Indian songs.

We are told that they have been invited to Washington, by the President. We have not been made acquainted with the object of their visit.—*Cincinnati Whig, Sept. 4.*

INDIAN WAR IN THE NORTH—BATTLE BETWEEN THE FOXES AND SIOUX.—By the slip of the St. Louis (Missouri) Republican of August 22, we have official intelligence from Galena to the 19th. A letter from Mr. Geo. Davenport, dated Rock Island, August 10th, transmits the talk delivered to him by two braves of the Upper Fox Indians, by request of the war chief Wau-cos-au-she, who was lately mortally wounded in an encounter with the Sioux on the Sacs and Fox hunting grounds. Mr. D. urges the faithful fulfilment of the Government treaties with those Indians. We have purchased of the Sacs and Foxes twenty-six and a half millions of acres of the best lands in Illinois, Missouri, and Wisconsin, including all the lead mines, for *three cents an acre*. These tribes have been requesting Government to plough and fence for them two sections of land, to enable their women to raise corn on their new residence. They are truly friendly to the whites. The talk of the chief above was delivered the 8th August. He states that, on his return from St. Louis he found his tribe in a starving condition, and that he sat off with 200, chiefly women and children, to hunt up the right bank of the Cedar, where they encountered a hunting party of the Winnebagoes. On reaching Otter river, they struck on a large trail of Sioux. As retreat was impossible and disgraceful, the chief and about 40 men set off in pursuit of the Sioux, crossing the Otter river, and proceeding west, and rushed on the Sioux, who were too strong. The Foxes retreated, with 13 wounded, and leaving 11 killed. The chief writes that he is wounded, but does not fear to die. The following programme he sends of the killed and wounded is a curiosity:

Killed.—Masquaposetó, Old Bear, Maishenni, Poshick's Brother, Saiketonaipeso, Piamauskes' Son, Kaikeke, Musquatai, Savawake, Wauheshecquamack, Connai, Crow's Son, Keonem, Waupelecau, Waupekcaiecai.

Wounded.—Wau-cos-au-she, Cainomaco, Chiefs, both mortally; Alemoonequa, Apelcaupe, Poshetone-tuck, Pauseke, Jamowass, Owesup, Cuccummese, Mesquopose, Messhoicoosa, Cainesque, Coimoshome.

From the Jacksonville Courier.

THE MICASUKIES.—This tribe of Indians, who were originally a collection of criminals and fugitives from the Creek nation, and who were removed from Middle Florida after the cession by the treaty of Camp Moultrie, were not only the chief instigators to the present war, but in conjunction with the negroes among them, have been mainly instrumental in keeping it up—and are perhaps the worst set of Indians in the U. States,—being, in fact, a set of Banditti, distinct from the Seminole nation, who are over-awed and controlled by them; Micanopy, Philip, and the other Seminole chiefs and people, possess property to considerable amount, negroes, cattle, horses, &c.—and would, we are satisfied, be glad to make terms by which they could be secured in their possessions. Had Gen. Jesup secured the Micasukie chiefs at Tampa Bay and Fort Mellon, the Seminoles would have been glad of it, and this, if possible, should still be done. It would prove more effective than pitched battles with them, however successful.

The Governor of Kentucky has been furnished, by the Secretary of War, with the following

Extract of a letter to Maj. Gen. Thomas S. Jesup, dated WAR DEPARTMENT, August 25th, 1837.

In accepting the services of the Brigade of Volunteers which has been offered for service in Florida from Kentucky, which you are hereby authorised to do, you will designate the description of force, number of men and officers you require, and the organization you propose to give it, agreeably to that adopted by the President, when the volunteers for the last campaign were mustered into service.

The Frankfort Commonwealth, in publishing this extract states, in substance, that no offer of a Kentucky brigade has been made by the Governor, the only person authorised to make such proffer, but that there is no doubt that the Governor will promptly act on the call of the Government, and take immediate measures for organizing a brigade.

PENSACOLA, Aug. 30.—The U. S. sloop of war *St. Louis* sailed from this port for Mobile Bay on Saturday last. We have heard that this was in consequence of a communication from the Collector at Mobile, stating that some persons were committing or meditating some outrages at Bon Secour.

Captain M. P. Mix left here on Saturday evening last, on leave of absence. Captain M. has been in command of the U. S. ship *Concord* for nearly two years.—*Gazette*.

LIST OF OFFICERS attached to the U. S. frigate *Constellation*, at Pensacola, 26th Aug. 1837:

Commodore, A. J. DALLAS; *Flag Captain* Jas. M. McIntosh; *Lieutenants*, Robert D. Thorburn, Wm. W. Hunter, Stephen Johnston, Neil M. Howison, Chas. H. A. H. Kennedy, James F. Schenck; *Acting Masters*, John DeCamp, John F. Borden; *Fleet Surgeon*, David S. Edwards; *Secretary*, Thomas Miller; *Professor of Math.*, John H. C. Coffin; *Purser*, John De Bree; *Lt. of Marines*, Nathl. S. Waldron; *Passed Asst. Surgeon*, W. A. W. Spotswood; *Asst. Surgeons*, A. J. Wedderburn, T. A. Parsons; *Passed Midshipmen*, C. F. M. Spotswood, A. F. V. Gray, Jas. Anderson, H. J. Paul; *Midshipmen*, Jas. A. Doyle, Wm. T. Smith, Wm. B. Beverly, J. Marrast, Alexr. Murray, Wm. M. Caldwell, Geo. W. Rodgers, Silas Bent, V. R. Morgan, J. H. Brown, J. H. H. Sands, John Contee; * *Captain's Clerk*, Arthur Breese; *Gunner*, Samuel G. City; *Boatswain*, Charles Matthews; *Carpenter*, John O. Butler, Jr.; *Sailmaker*, James G. Gallagher.

* Acting Master John F. Borden in command of steamer *America*, and Assistant Surgeon T. A. Parsons, Midshipmen J. H. H. Sands and Contee, doing duty on board of her.

THE LATE CAPTAIN BATMAN.

A letter reached St. Louis the other day, announcing the death of Captain Mark Batman, of the United States army. He died in Alabama, recently, of apoplexy. Captain Batman was a graduate of West Point, and a most worthy and meritorious officer. As a man, he was a universal favorite. His Pennsylvanian friends, of which State he was a native, will sincerely regret his loss. The son of a very humble and poor man, the member of Congress of the district in which he was born, observing in young Batman, while yet a mere lad, qualities of the head and heart which deserved cultivation, he obtained from the then Secretary of War (Mr. Calhoun) a warrant for his admission into the Military Academy at West Point; and never had he occasion to regret the act—for Batman, while at the institution, and ever after, by his scholarship and character, not only acquired for himself an enviable reputation, but reflected back credit upon his patrons. Peace to thy ashes, noble Batman, and ever "green be the sod above thee."

"None knew thee, but to love thee,
None named thee but to praise."

GEDNEY'S CHANNEL.—As an evidence of the importance of this channel, newly discovered by Captain Gedney, of the navy, during his exploration of our harbor, we may state that on being invited, on Friday last, to take the ship *Roscoe* to sea through this passage, by Captain Delano, of that vessel, he accordingly did so, and the result was as follows: The ship was given up to Captain G. by the pilot, Mr. Norris, the moment the channel was entered, as

laid down outside the narrows; she was taken down by an E. S. E. course, to the astonishment of the pilot more than any body on board. The packet ship Sully, when the Roscoe got under weigh, was about two miles ahead. She took the old route, going round the S. W. Pit, and when the Roscoe crossed the bar on the Gedney Channel, when in 7 fathoms water, she was then eight miles dead to the windward of the Sully. Facts like these speak for themselves, and must put to rest any doubts as to the superiority of this channel to all others heretofore known. It is time, we should imagine, that our pilots, for the sake of their own character, looked into the matter.—*N. Y. Evening Star.*

MILITIA ELECTIONS.—In the Division of Missouri Militia, composed of Cape Girardeau, Perry, and Madison counties, J. B. BOSSIEUR, has been elected Major General.

Col. G. W. JUDEN has been elected Brigadier General of the brigade composed of Cape Girardeau county, and P. R. PRATTE, of the brigade composed of Perry and Madison counties.

M. T. NOYES, Esq. was elected Major General of the Division composed of Pike and Ralls counties. THOMAS B. WHITLEGE was elected Brigadier General of the brigade composed of Pike county.

FOREIGN INTELLIGENCE.

U. S. SCHOONER SHARK.—The following extract of a letter from Lieut. G. F. Pearson, commanding the U. S. schooner Shark, satisfactorily explains the statement which has been going the rounds of the papers, of his having passed the Dardanelles, without a firman, in spite of the remonstrances of the Pacha, and proceeded to Constantinople:

U. S. SCHR. SHARK, *Athens, July 5, 1837.*

"I arrived here on the evening of the 3d inst. I find this morning Galignani's Messenger, containing an article from the London Morning Herald, stating that the American armed brig, the Shark, passed the Dardanelles, without a regular firman, in defiance of the treaty, &c.

I took Commodore Porter on board at Tunis, on the 10th of May. On the 17th of the same month we anchored in the Hellespont, without the Dardanelles. On anchoring, I sent a lieutenant to the Pacha commanding the castles, announcing my arrival in the U. S. schooner Shark, of 12 guns, with Commodore Porter, our chargé d'affaires, on board, and asked if there was a firman there for Commodore Porter to pass the castle in a vessel of war. Commodore Porter, who is quite infirm, also sent a message by the same officer, respecting his indisposition. And the Pacha returned for answer, "That in consequence of Commodore Porter's indisposition, the vessel could proceed in the morning to Constantinople, and that he would return the customary salute, gun for gun." Consequently, on the morning of the 18th, we passed the Dardanelles, and fired a salute of twenty-one guns, which was promptly returned; and the next morning we landed Commodore Porter at his residence. The Turks, I believe, after the Pacha let us pass, regretted it, as it might give them trouble with other nations, who would like to break through the famous treaty, no doubt. But it was altogether a matter of their own. For my own part, I neither asked nor expected to go up without a firman. It was in compliment to Commodore Porter altogether, that they let us pass, and that only on account of his very bad health."

VOYAGE OF DISCOVERY.—These expeditions are not now confined to England, France, or Russia, but private merchants have entered upon them.—The house of Grenut & Co. of Geneva, who carry on a large trade in the whale fishery in the North and South Seas, are fitting out one of their largest whalers

for a voyage round the world, without any limitation of time, for the purpose of prosecuting zoological and botanical discoveries. They have made an offer to an eminent naturalist to convey him, without charge, to all places of interest, upon condition of his placing in the museum of that city the collections which he may form. The expense of the voyage is to be defrayed from the private purse of the Baron de Grenut, and his public spirit is much applauded.—*Italian Paper.*

PORTSMOUTH, July 6.—Her Majesty's ship Princess Charlotte, with the flag of Admiral Sir Robert Stopford, sailed on Sunday morning for the Mediterranean. Her Majesty's ships Seringapatam and Romney sailed on Monday for the West Indies. Her Majesty's ships Pique, Hercules, and Castor, will sail this morning for the north coast of Spain, where they will be joined by the Inconstant, and the whole will then proceed for a three weeks' trial cruise. The Edward, with emigrants from Quebec, has been brought into the harbor, the crew having refused to proceed, the vessel being in such an unsound state as to make eight inches water an hour.—*Correspondent of the London Post.*

The dangerous coast of France, on the Atlantic, as well as on the Mediterranean, is shortly to have six light houses in full operation. One in the channel, two in the Mediterranean at Marseilles, one near the Porquerelles, one at Titan Island, one at Cape Camarat. The three last towards Nice, in the department of Var.

The English Navy consists of 22,000 seamen and 10,000 marines—the army of 88,000.

The standing army required in Ireland, to keep that injured people in subjection, is four times as large as the whole army of the United States.

DOMESTIC MISCELLANY.

From the New York Star.

WEST POINT.

During a recent visit to West Point, I was more than ever struck with the superior attractions of the place, compared with most others to which fashion or the pursuit of health leads our summer tourists. It is true some allowance must be made for the effect of a mere change of scene, especially when one who has been for months immured within the walls, or stirring amidst the dust and din of the city, finds himself in the short period of a few hours transported to the open country, and introduced at once to a delightful converse with nature in her finest forms. Having arrived at a late hour of the evening, after the mantle of night had been drawn over every object, it was not until the following day that I became conscious to the full extent of the change in my whereabouts; and, when I sallied forth at an early hour of the morning, the magnificent scene that opened upon my view took me almost by surprise. I shall not attempt to describe the emotions with which I drank in the living beauty and grandeur that surrounded me on every side. Nothing but the glorious reality, beheld under similar circumstances, can convey an adequate conception of the thrilling effect it produced.

I now speak of West Point without reference to the historical associations which must forever render it a place of great interest to the well-informed traveller, especially if he possesses an American heart. I likewise leave out of view the strong claims to attention presented by the National Institution of which it is the seat, so justly regarded as one of the proudest ornaments of our country; passing over, too, the various tasteful improvements made in connexion with that object, the charming quarters of residences of those entrusted with the charge of this military sta-

tion and polytechnic school, the handsome barracks, and other public edifices, the picturesque monuments to the illustrious dead, as well as to the humble youth who have here found a resting place; and last, though not least in consideration, the noble mansion erected by Government, that receives the wayworn traveller within its hospitable walls, and supplies him with all the comforts and luxuries of home.

Nature alone has done enough for West Point to render it the most attractive spot in our country. Every variety of landscape, and a thousand objects of surpassing interest, are here presented for the gratification of a cultivated eye and an inquisitive mind, requiring weeks, aye, months of intimate fellowship to exhaust their power of affording new delight. No where else, I venture to say, are there to be found such magnificent views of land and water, such glorious commingling of hill and dale, of quiet nooks and startling precipices, of outstretched plain and rugged hill side. Landing from the river, you climb the lofty promontory around which the noble Hudson sweeps in majestic course. The extended plain, whose level you have reached, is the memorable ground on which many a gallant column has been marshalled under the eye of the Father of his Country, who guarded this point against the public enemy with a vigilance proportioned to its vast importance. On two sides of this beautiful esplanade flows the Hudson; on another side rises a mountainous height, whose summit, apparently inaccessible, is crowned by the ruined walls of an ancient fortress, so venerable with age as to seem almost coeval with the natural ramparts which it surmounts.

Wherever the eye is turned, the prospect is bounded in the distance, or near at hand, by noble elevations that seem to rest their shadowy summits on the very clouds. These elevations, or highlands, as they are termed, constitute the leading feature in the scenery of West Point, and the diversified shapes they assume, affording an agreeable variety to the eye, give life and animation to the whole view. One of the most lofty, familiarly called the "Crow's Nest," is often climbed by sojourners at the Point, from which it is not very far distant; and I was told that a lady had, within a short period, reached its summit. The following lines from Drake's fine poem, the "Culprit Fay," relate to this mountain height:

"The moon looks down on old Cro' nest,
She mellows the shade on his shaggy breast,
And seems his huge grey form to throw
In silver cone on the wave below;
His sides are broken by spots of shade,
By the walnut bough and cedar made,
And through their clustering branches dark
Glimmers and dies the fire-fly's spark—
Like starry twinkles that momentarily break
Through the rifts of the gathering tempest's rack."

Whatever may be said of the Highlands, the Hudson is perhaps the principal charm in the view from West Point. Its broad and ample surface spreads out towards the north more like a lake than a river, while on either side, the high and precipitous banks cast their long and deep shadows upon the waters, relieved at intervals by the openings that indent the shore, and add to the general effect. In some places the stream contracts within narrow limits, and is completely enveloped in the dark shadows that fall upon it, from which it again issues forth, sparkling with light, and expanding into its usual amplitude of surface. The banks then become gentle slopes or level plains, covered with the richest verdure, or girt by a dense growth of forest trees that spring up from the very brink of the stream. The morning on which I looked forth on this glorious prospect scarcely a breath of air was stirring, and the quiet beauty of the scene was only disturbed (or perhaps I should say, enlivened) by the appearance of the river craft, taking advantage of the current, and slowly descending to their several destinations. A handsome

sloop, with its large whitened sail hanging loosely to the mast, was passing directly beneath the spot where I stood, at a distance, however, of several hundred feet, and I could not but smile at the listlessness with which it moved, as if in sympathy with the surrounding scene.

What is called the "Garden of Kosciusko" should not be omitted in any sketch, however brief or imperfect, of the attractions of West Point. It is a quiet nook or shelf of land, on the river's side, a hundred feet or more above the water, the descent to which is rough and steep; a rugged cliff overhangs the spot, rising to a considerable height, beneath which benches are placed for the accommodation of visitors, who have the benefit, too, of the shade of trees growing from the interstices of the rocks, and forming a verdant canopy over their heads. In the centre of the plateau is a bubbling fountain, in whose marble basin is engraved the name of the Polish hero and patriotic chief, the brave but unfortunate Kosciusko. Around grow the lilac, planted, it is said, by the hand of the hero himself, and the weeping or Babylonian willow, gracefully commemorating the love of this secluded spot; while its pendulous and trailing branches seem to intimate that he has gone to his final account.

"So sleep the brave who sink to rest,
With all their country's wishes blest."

In this connexion, too, should be mentioned the rural cemetery, in which repose the remains of those members and officers of the Military Academy, who have here closed their earthly career—from the youthful cadet, cut off in the very bud of existence, to the veteran and beloved instructor,—whose simple but tasteful monuments bespeak the grateful memory of associates and pupils. It is situated on elevated but shaded ground, remote from the institution, and appropriate in every respect to the purposes to which it is devoted. One is well repaid for the walk it requires to visit it. A single monument alone can be seen in the distance, mingling its pure white with the deep verdure of the surrounding foliage: it is a cenotaph, handsomely adorned with military emblems, and dedicated to the memory of those *élèves* of the institution who have fallen in battle, or died in different parts of the country. The inscriptions are generally in the best taste, simple and expressive; and although detached from the interest excited by this scene itself, they cannot produce an equal effect when transferred to paper. I shall venture to transcribe one that particularly attracted the notice of the intelligent friends in whose company I had the happiness to visit this hallowed spot. It is as follows:

To the memory of Cadet James G. Carter,
grandson of Major Gibbon,
who died a member of the U. S. Military Academy,
West Point, N. Y., June 4, 1835,
aged 18 years, 2 months, and 18 days.
He was talented, generous, and sincere;
his lofty nature cherished every kindly feeling,
and harmonized with every noble impulse
of the heart.

He left us in the buoyancy of youth,
and in the brightness of hope;
Earth's cares had not chilled,
nor time's vicissitudes changed,
the warm current of his affections.

Erected by his classmates, the 3d class of 1834-5,
as a testimonial of their recollection of his many virtues,
and as a feeble tribute to his memory.

The monument consists of a Grecian pedestal, about six feet in height, of white American marble, resting on a base of granite, and surmounted by an urn. The inscription occupies the four sides of the pedestal. The whole is extremely neat and well executed.

The death of young Carter was the result of an accident in fencing; the button had dropped off from

the point of his opponent's foil, in which state it perforated his eye, and caused his immediate death. He was a native of Virginia.

It was with no ordinary feelings that I took leave of West Point, after a visit of a few days, every moment of which was one of unalloyed pleasure. But imperative engagements summoned me back to the haunts of business; and as a solace for the loss of such exquisite enjoyment as I experienced there, I have bestowed an idle hour in thus imperfectly endeavoring to recall a few of the attractions of the place.

August, 1837.

From the Delaware Gazette.

EXTRACTS

FROM A CRUISE IN THE "OLD WAGON,"

In the Mediterranean, in the year 1826.

BY A "MIDDY."

No. 1.

August 7th.—At daylight the "Ionian Islands" reported in sight—Corfu, Paxo, and Anti-Paxo, very distinct at 4 o'clock in the afternoon. There has been but little said or written of the "Ionian Isles," although in by-gone days they were the beloved spots, rendered dear to illustrious men, as the land of their nativity; and even now are considered by the songs of Virgil, Homer, and Horace. It was from Corfu that the Pelopenessian war was generated, and from that cursed contention "Proud Athens" dated her fall, the effect of which will be felt when the writer of this has passed to his grave.

August 9th.—At daylight near the Island of Zante, made all sail and stood in for it. We ran along the eastern side, and I never looked upon more beautiful scenery; villa after villa appeared, (the monotony, if it might so be called,) relieved by villages peeping forth from verdant groves, altogether affording a beautiful panorama. To the passers by it was peculiarly so, and the eye, as it wandered over this garden of the "Ionian Isles," wearied not, but still looked for the mind's enjoyment in its own varied and truly grateful luxuriance. We anchored in the harbor of the town of Zante, which is rendered safe, at this season of the year, by its natural formation. Not finding our squadron here, as we anticipated, we weighed anchor for Corfu, from whence we recently left, in pursuit of the fleet.

Having received orders from the Commodore to sail for Milo, we got under way, and on the 18th, at night, discovered a large frigate ahead, and standing for us. We immediately beat to quarters, hoisted American colors, and cleared ship for action. In return she ran up the Turkish ensign, and we slowly passed each other, with matches lit, and observing the most perfect silence. It was an interesting sight, and I am confident the *valiant* Turks congratulated themselves at being at *peace* with Brother Jonathan, for, as one of our men remarked, fifteen minutes would have made a *sloop* of their flashing ship.

The strict discipline on board of an American man of war cannot be better exemplified than in the following circumstance that took place on board during the forepart of our cruise. A short time since, one of our lieutenants accidentally heard one of the crew whistling on the quarter deck. "Mount that capstern," said he, "and whistle until I order you to stop." "Aye, aye, sir," was the ready reply; whereupon the sailor seated himself upon it, and whistled away a length of time, got wearied, made many a wry face, cursed his bad luck, and whistled again. Some six hours passed, and the poor fellow's mouth had assumed rather an odd shape, for whistle he could not; and, at length, gradually extending his jaws, he asked for a drink of water, and drily exclaimed, "I'm d—d if I an't tired of whistling." The officer of the deck then gave him permission to come down.

FIGHT WITH A SHARK.—Yesterday morning a very unusual rencontre took place between a youth attached to the ship Plymouth, lying at Magwood's wharf, and a ferocious shark. The young man, it appears, had gone into the water to bathe, and while under the water saw a monstrous shark making at him, open mouthed. He exerted himself to rise to the surface, and in so doing, came in contact with his assailant, and gave him a blow with his fist on his *knowledge box*, which caused him to retreat; and the youth then made for the shore. The shark then attacked him in the rear, and seized his right foot, and nearly succeeded in biting off two of his toes; but the gallant young sailor used his left foot with so much energy as to cause him to loose his hold. The young man then gained the wharf, and gathering up his clothes, went on board the vessel, leaving the monster *breakfastless*. We saw the courageous young son of Neptune a very short time after the occurrence, sitting upon the deck of the ship, and he related the circumstance with as much coolness as if he had been only the witness, instead of an actor, in the dangerous encounter. We are pleased to learn from the physician who dressed the wound, that there is every prospect that his toes will be saved.—*Charleston Courier*.

ARMY.

OFFICIAL. SPECIAL ORDERS.

No. 71. Sept. 5.—Lieut. S. Burbank, 1st Infy., leave until Oct. 25.

Capt. J. H. K. Burgwin, and Adj't. H. S. Turner, 1st Dragoons, leave four months.

Bvt. Major G. Dearborn, 2d Infy. leave extended until Oct. 10, when he will report at Fort Monroe.

No. 72. Sept. 8.—Ass't Sur. W. Hughey, sick leave two months.

No. 73. Sept. 11.—Ass't Sur. J. Eaton, to repair to Fort Hamilton for duty with invalids from Florida.

Ass't Sur's. T. Henderson, and S. R. Arnold, to accompany recruits from Fort Monroe to Tampa Bay.

No. 74. Sept. 13.—Bvt. Lt. Col. Fanning, 4th Arty. to repair to Nashville, Tenn., for the purpose of mustering into the U. S. service such volunteer troops as may be raised in that state.

The Secretary of War has decided, that Members and Judge Advocates or Records of Courts of Inquiry are, by existing laws, placed on the same footing, in respect to compensation and allowance for extra allowances incurred while on that duty, as Members and Judge Advocates of General Courts Martial.

RESIGNATIONS.

John Bliss, Lieut. Col.	6th Infy.	Sept. 6.
Jas. S. Williams, 1st Lieut.,	6th Infy.	Sept. 6.
W. H. De Forest, 2d Lieut.,	6th Infy.	Sept. 30.
H. H. Lockwood, 2d Lieut.,	3d Arty.	Sept. 12.

NAVY.

ORDERS.

Sept. 5.—P. Mid. G. H. Scott, Navy Yard New York. P. Mid. J. T. McLaughlin permission to serve with army in Florida.

6.—P. M. T. A. Mull, detached from N. Y. station.

P. Mid. R. C. Cogdell, Exploring Expedition.

Lieut. S. Johnston, detached from Constellation.

7.—Comm'r. T. W. Wyman, ship John Adams.

P. Mid. C. C. Barton, Navy Yard, Phila.

Lieut. Geo. Adams, Med'n Squadron.

VESSELS REPORTED.

Brig Dolphin, Lt. Comd't W. S. Ogden, left Montevideo for Rio, July 14.

MARRIAGES.

On Tuesday, 5th inst., at the residence of Joshua R. Sands, Hoboken, N. J., by the Rev. Mr. Ward, RODMAN M. PRICE, to MATILDA C. eldest daughter of the late Capt. EDWARD TRENCHARD, U. S. Navy.

On Monday evening, 4th inst. at Burlington, N. J., by the Right Rev. Bishop Doane, Captain JOHN THOMAS NEWTON of the U. S. Navy, to ADELA DE LANCEY, daughter of the late RALPH IZARD, of South Carolina.

DEATHS.

In New York, on the 4th inst., widow TANNAKE TURK, aged 90, mother of Dr. W. TURK, U. S. navy.

At Boston, on the 3d inst. of consumption, Commander GEORGE BUDD, of the U. S. navy, aged 52 years.

At the Marine Barracks, Charlestown, Mass. on the 30th ult. MARTHA LOUISA, second daughter of Captain WARD MARSTON, of the Marine Corps, aged 10 years.

At Fort Monroe, Va., LYDIA, aged 5 years and 7 months, daughter of the late Capt. LEMUEL GATES, of the U. S. army.

OFFICE OF COMMISSARY GENERAL OF SUBSISTENCE }
Washington, July 1, 1837. }

SEPARATE PROPOSALS will be received at this office until the second day of October next, for the delivery of provisions for the use of the troops of the United States, to be delivered in bulk, upon inspection, as follows:

At New Orleans.

240 barrels of Pork
500 barrels of fresh superfine Flour
220 bushels of new white field Beans
3500 pounds of good hard Soap
80 bushels of good clean dry Salt.

At the public landing, six miles from Fort Towson, mouth of the Chiemichi.

240 barrels of Pork
500 barrels of fresh superfine Flour
220 bushels of new white field Beans
3500 pounds of good hard Soap
1600 pounds of good hard tallow Candles
80 bushels of good clean dry Salt.

The whole to be delivered in all the month of April, 1838, and to leave Natchitoches by 20th February, 1838.

At Fort Coffee, ten miles above Fort Smith, Arkansas.

600 barrels of Pork
1250 barrels of fresh superfine Flour
550 bushels of new white field Beans
8800 pounds of good hard Soap
4000 pounds of good hard tallow Candles
800 bushels of good clean dry Salt.

The whole to be delivered in all the month of May, 1838.

At St. Louis, Missouri.

600 barrels of Pork
1250 barrels of fresh superfine Flour
550 bushels of new white field Beans
8800 pounds of good hard Soap
4000 pounds of good hard tallow Candles
800 bushels of good clean dry Salt.

At Fort Crawford, Prairie du Chien, Mississippi river.

120 barrels of Pork
240 barrels of fresh superfine Flour
110 bushels of new white field Beans
1760 pounds of good hard Soap
800 pounds of good hard tallow Candles
40 bushels of good clean dry Salt.

The whole to be delivered by the 1st June, 1838.

At Fort Snelling, St. Peters.

240 barrels of Pork
500 barrels of fresh superfine Flour
220 bushels of new white field Beans
3500 pounds of good hard Soap
1600 pounds of good hard tallow Candles
80 bushels of good clean dry Salt.

The whole to be delivered by the 15th June, 1838.

At Fort Winnebago, on the Fox river, at the portage of the Fox and Ouisconsin rivers.

240 barrels of Pork
500 barrels of fresh superfine Flour
220 bushels of new white field Beans
3500 pounds of good hard Soap
1600 pounds of good hard tallow Candles
80 bushels of good clean dry Salt.

The whole to be delivered by the 1st June, 1838.

At Fort Howard, Green Bay.

240 barrels of Pork
500 barrels of fresh superfine Flour

220 bushels of new white field Beans
3500 pounds of good hard Soap
1600 pounds of good hard tallow Candles
80 bushels of good clean dry Salt.

The whole to be delivered by the 1st June, 1838.

At Fort Brady, Sault de Ste. Marie.

120 barrels of Pork
240 barrels of fresh superfine Flour
110 bushels of new white field Beans
1760 pounds of good hard Soap
800 pounds of good hard tallow Candles
40 bushels of good clean dry Salt.

The whole to be delivered by the 1st of June, 1838.

At Hancock Barracks, Houlton, Maine.

120 barrels of Pork
240 barrels of fresh superfine Flour
110 bushels of new white field Beans
1760 pounds of good hard Soap
800 pounds of good hard tallow Candles
40 bushels of good clean dry Salt.

The whole to be delivered in December, 1837, and January and February, 1838.

At New York.

120 barrels of Pork
240 barrels of fresh superfine Flour
110 bushels of new white field Beans
1760 pounds of good hard Soap
40 bushels of good clean dry Salt.

At Baltimore.

120 barrels of Pork
240 barrels of fresh superfine Flour
110 bushels of new white field Beans
1760 pounds of good hard Soap
40 bushels of good clean dry Salt.

NOTE.—all bidders are requested to extend the amount of their bids for each article, and exhibit the total amount of each bid.

The periods and quantities of each delivery, at those posts where they are not specified, will be one-fourth 1st June, 1st September, 1st December, 1838, and 1st March, 1839.

The hogs, of which the pork is packed, to be fattened on corn, and each hog to weigh not less than two hundred pounds, and will consist of one hog to each barrel, excluding the feet, legs, ears, and snout.

Side pieces may be substituted for the hams.

The pork is to be carefully packed with Turk's Island salt, and in pieces not exceeding ten pounds each. The pork to be contained in seasoned heart of white oak, or white ash barrels, full hooped. The beans in water-tight barrels; and the soap and candles in strong boxes, of convenient size for transportation. Salt will only be received by measurement of thirty-two quarts to the bushel. The candles to have cotton wicks.

The provisions for Prairie du Chien and St. Peter's must pass St. Louis, for their ultimate destination, by the 15th April, 1838. A failure in this particular will be considered a breach of contract, and the Department will be authorized to purchase, to supply these posts.

The provisions will be inspected at the time and place of delivery; and all expenses are to be paid by contractors, until they are deposited at such storehouses as may be designated by the agent of the Department.

The Commissary General reserves the privilege of increasing or diminishing the quantities, or of dispensing with one or more articles, at any time before entering into contract; and also of increasing or reducing the quantities of each delivery one-third, subsequent to the contract, on giving sixty days' previous notice.

Bidders not heretofore contractors are required to accompany their proposals with evidence of their ability, together with the names of their sureties, whose responsibility must be certified by the District Attorney, or by some person well known to the Government; otherwise their proposals will not be acted on.

Advances cannot be made in any case, and evidence of inspection and full delivery will be required at this office before payment can be made, which will be by Treasury warrants on banks nearest the points of delivery, or nearest the places of purchasing the supplies, or nearest the residence of the contractors, at their option.

Each proposal will be sealed in a separate envelope, and marked "Proposals for furnishing army subsistence."

GEO. GIBSON, C. G. S.

July 6—tS20.